

MEMBRANE SWITCH MOUNTING STRUCTURE FOR VEHICLE

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] This application claims priority to Korean Patent Application No. 10-2003-0074652, filed on October 24, 2003, which is incorporated fully herein by reference.

FIELD OF THE INVENTION

[0002] The present invention relates to a membrane switch mounting structure for a vehicle that closes electrical contact points to operate a horn.

BACKGROUND OF THE INVENTION

[0003] A horn-operating switch is typically installed at a central portion of a steering wheel. The horn-operating switch is mounted at the central portion of the steering wheel even in a vehicle equipped with a Driver's Air Bag (DAB).

[0004] A thin plate-shaped membrane switch is generally used as the horn-operating switch mounted at the central portion of the steering wheel together with the DAB.

SUMMARY OF THE INVENTION

[0005] Embodiments of the present invention provide a membrane switch mounting structure for a vehicle adapted to install a membrane switch by using a cushion cover to enclose an air-bag cushion, thereby reducing the cost and number of process steps in manufacturing and increasing productivity.

[0006] In a preferred embodiment of the present invention, the membrane switch mounting structure for a vehicle comprises a switch mounting space formed at the front side of a cushion cover disposed to face the inner side of a horn cover. A membrane switch is inserted into the switch mounting space.

BRIEF DESCRIPTION OF THE DRAWINGS

[0007] For a better understanding of the nature and objects of the present invention, reference should be made to the following detailed description with the accompanying drawings, in which:

[0008] FIG. 1 illustrates a membrane mounting structure for a vehicle according to an embodiment of the present invention, and a cross-sectional view of a horn cover and an air-bag cushion of a DAB module, both disposed at a central portion of a steering wheel;

[0009] FIG. 2 is a detailed view of the principal part of FIG. 1;

[0010] FIG. 3 is a top view of a membrane switch placed on a supporting plate; and

[0011] FIG. 4 is a top view of a second cushion.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0012] The preferred embodiment of the present invention will now be described in detail with reference to the accompanying drawings.

[0013] As shown in FIGS. 1 and 2, an air-bag cushion 9 constituting a DAB module is covered by a cushion cover 10 disposed within a horn cover 1 and placed at a central portion of a steering wheel.

[0014] A thin plate-shaped switch mounting space 13a is formed at the front side of the cushion cover 10 facing the inner side of the horn cover 1. A membrane switch 2 is inserted into the switch mounting space 13a to close the contact points to thereby operate the horn.

[0015] The cushion cover 10 is composed of a first cushion 11 enclosing the air-bag cushion 9, and a second cushion 13 integrally formed at the front of the first cushion 11 while forming a certain space from the first cushion 11. The switch mounting space 13a is formed between the first cushion 11 and second cushion 13. There are also a plurality of ribs protruding inward from the horn cover 1. The ribs 1c contact the second cushion 13 when the horn cover 1 is pressed to operate the horn, and activates the membrane switch 2.

[0016] The membrane switch 2, in which its bottom side connects with a supporting plate 21 that is formed by plastic in a prescribed thickness, is inserted into the switch mounting space 13a.

[0017] The supporting plate 21 supports the membrane switch 2 when the horn is activated, thereby preventing destabilization of the membrane switch 2.

[0018] With reference to FIG. 3, the upper side of the supporting plate 21 connects with the bottom side of the membrane switch 2, and is formed with a plate protruder 21a that upwardly protrudes out from the upper side of the supporting plate 21 and have the same frame with that of the outer shape of the membrane switch 2. The membrane switch 2 is placed inside the space covered by the plate protruder 21a. Thus, the membrane switch 2, where the outer frame part is supported by the plate protruder 21a, connects with the supporting plate 21.

[0019] As shown in FIGS. 1 and 4, there are perforations 23 on the first cushion 11, second cushion 13, membrane switch 2, and supporting plate 21. The air-bag cushion 9 inflates through the perforations 23.

[0020] As apparent from the foregoing, there is an advantage in the present invention in that the membrane switch is provided in a simple structure without recourse to coupling components (e.g., a rivet, screw or the like) and coupling process (e.g., ultrasonic heat welding), thereby reducing the number of steps in the manufacturing process and increasing productivity.

[0021] There is another advantage in that the membrane switch and supporting plate are installed at the front side of the cushion cover enclosing the air-bag cushion, thereby decreasing the manufacturing cost by reducing the number of steps in the manufacturing process and increasing productivity.

[0022] The foregoing description of the preferred embodiment of the present invention has been presented for the purpose of illustration and description. It is not intended to be exhaustive or to limit the invention to the precise form disclosed, and modifications and variations are possible in light of the above teachings or may be acquired from practice of the invention. It is intended that the scope of the invention be defined by the claims appended hereto and their equivalents.